Most Immediate

NH-15017/14/2022-P&M Government of India Ministry of Road Transport & Highways Transport Bhawan, 1, Parliament Street, New Delhi -11001

Dated: 31st January, 2023

Office Memorandum

Subject: Standard format for submission of proposals to NPG - Reg

Ref: - (i) OM No. NH-15017/14/2022-P&M dated 17th June, 2022

(ii) OM No. NH-15017/14/2022-P&M dated 25th August, 2022

(iii) OM No. NH-15017/Sep/2022-DNT dated 30th September, 2022

(iv) OM No. NH-15017/Oct/2022-DNT dated 11th October, 2022

(v) OM No. NH-15017/14/2022-P&M dated 23rrd December, 2022

In continuation of this office above references on the above-mentioned subject, please find enclosed Annexure - 1 herewith the revised standard format for submission of proposals to Network Planning Group (NPG), in line with the recent communication from DPIIT and frequently asked queries during NPG meeting.

2. This is for information and needful compliance. It is requested to kindly submit the NPG proposal henceforth in the revised format.

3. This issues with the approval of the Competent Authority.

4. For any further assistance, Sh. Bidur Kant Jha, Director; (Contact No. 8826173057; Email: <u>Bidurkant.jha@gov.in</u>) may also be contacted in this regard.

Enclosure: As above

Yours sincerely,

Bidur Kaut Jha 31-01-2022

(Bidur Kant Jha) Director (New Technology)

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- To,
 - i. The Principal Secretaries / Secretaries of all States / UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
 - ii. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi 110010
 - iii. The Chairperson, National Highways Authority of India, G-5&6, Sector-10, Dwarka, New Delhi - 110075
 - iv. The Managing Director, National Highways Infrastructure Development Corporation Limited, PTI Building, Sansad Marg, New Delhi - 110001
 - v. All Project Zone CEs of the Ministry and SE (BP&SP)
 - vi. All ROs of the Ministry

Copy to:

Director, NIC - with a request to upload on the Ministry's website under "What's New"

Copy for information to:

- i. Sr. PPS to Secretary (RT&H)
- ii. Sr. PPS to AS&FA
- iii. Sr. PPS to AS (H)
- iv. Sr. PPS / PPS / PS to ADG Nodal / ADG (South)
- v. Sr. PPS to CE (Planning)
- vi. Sr. PPS / PPS / PS to JS (NHIDCL & Ropeways) / JS (Toll / RT&MVL) / JS (EAP & Coord) / JS (Logistics)

<u>Annexure-1</u>

Format for submission of project information for consideration by NPG

		BR	EF			
Name of the Sponsoring Ministry						
Project Title						
Location (State and District)						
Project Proponent						
mplementing Agency						
STATU	IS OF	PRC	JECT			
DPR Status						
Land Acquisition Status						
Anticipated/Total Project Cost						
Land Acquisition Cost			na ana amin'ny sora			
Expected project completion timeline						
Land Acquisition Timeline						
Has Project been mapped on NMP Por (Annex Schematic diagram)	rtal?					
Project classification						
Colient features of the Droiset				station of the state		
Salient features of the Project						
n bullet points, 500 words						
	les					
n bullet points, 500 words	les Yes	No	Other/ NA		Remar	ks
n bullet points, 500 words Alignment with PM GatiShakti Principl		No			Remar	ks
n bullet points, 500 words Alignment with PM GatiShakti Principl Information Required		No			Remar	ks

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Information Required	Yes	No	Other/ NA	Remarks
Is this project expected to lower the current logistics cost? Please quantify the financial benefit(i.e. savings in Vehicle Operating Cost, in INR per Year)				
Has the shortest path along with multimodal impact taken into consideration?				
Integrated Planning Approach		4		
Information Required	Yes	No	Other/ NA	Remarks
Does the project positively impact any other infrastructure sectors (rail, roads, telecom, power etc.)? If so How				
Has the alignment been done with the data layers of other ministries on NMP? E.g.: Forest Economic Zones, Telecom Networks, Water Bodies etc	i,			
Are all the approvals required been identified and listed?				
Expected Utility of the project for Eco	onomic	: Clu	sters	
Information Required	Yes	No	Other/ NA	Remarks
What are the Go/No-Go areas considered while doing the alignment?				
Does the project positively impact existing economic clusters? If so, give brief				
Financial Model & Implementation Fr	amewo	ork		
Information Required	Yes	No	Other/ NA	A Remarks
What is the mode of implementation of this	PPP/HAM	M EPO	C Any other	
project? What is the structure of finance chosen for this project? (Capital structure, debt/equity/subsidy etc.)				
What is the FIRR expected from this project?				
Whether the project is under the Ann	exure	1 of t	he CCEA	note
Note in Annexure - I for coordination	on to f	acilita	te integra	ted planning, synchroniz
mplementation and details of clearance	s expe	cted.		
Expected Impact of the project on Lo	gistics	effic	iency	
n bullet points, 500 words	and the state of the			
Summary of Impact Assessment (ref	er Ann	exure	e II)	
n bullet points, 500 words			The second second second	

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Carriage of Freight(in Million Metric Ton/Year):

Total Million Standard axles per year without lane distribution factor & directional distribution X8.16ton

Typical Calculation:

Design Traffic:100MSA, Design Period:15 year, Lane Distribution Factor:0.75, Directional Distribution:0.5

Carriage of Freight(in MMT per Year)=(100/(15*0.75*0.5))*8.16=145.0667MMT/Year

Alignment Options Study:

Summary of evaluation duly considering Engineering, Social & Environment

In case of greenfield/Bypasses: Traffic diversion Analysis

Summary of Traffic Origin-Destination Surveys & Analysis:

Freight/Goods Vehicle: Major Commodity wise O-D analysis Matrix(Average per Day):Data of O-D expanded Matrix considered for Traffic Projection

Type of		Origi n	Type of	Whethe r Raw	Destinati	Trip	Avera ge	ton
Commod ity	No. of Vehicle s (avera ge per day)	(Nam e of Place)	Economic Nodes (Mining/SEZ/ Industry /Manufacturi ng/ Agriculture Center/Tradi ng center/Port etc.)	Material s/ Finishe d Product	on (Name of Place)	Lengt h (km)	Payloa d (metric ton)	- km

 Show the major O-D pair/desire line diagram on NMP alignment Map, layer thickness is proportioned to % contribution.

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vpe	Vehicle No. of Type Vehicle		and the second works of the	nati		Passen	g % 01 m	% of Trip Purpose			
(Car/Bu	s	e Origi n	on (Nam	e of	Average Occupan		er -km				
s)	(avera e per day)	g (Nam e of Place)	Place	;)	cy (in Nos.)	Trip Lengt h (km)		Work/ Educ Busine n ss		Social/ Shoppin g/ /Tourism /	
Car					and the second of the					Others	
Bus											
lajor Tr Name Traffic Generat Econom Nodes/ ports	of	eneratio Type of Commo		Yea whic It v		Influen Genera (tons/c	ation	n: Modal spl Carriage (ton/day) % road/rail/w		by /airport	
tc,: s there a	iny con	npeting re	outes	of Ra	ailways/W	aterway	s, if yes				
					ces for Ra ion for Na			ays and acc s:	ordingly n	nodal sp	
Name o	f Comr	nodity		B	reak-ever Railwa		ce for D	ifferent cor Waterwa	and the second se	odes	
conomi	ic Ana	lysis & E	cono	mic	Indicator	s:					
Alternati	ive	Econor EIRR (%)	Savir Cost	ngs i	ors n Total T illions)	ranspor	tation	Net p Value (in INR Mi		IPV/Cost	
With											
Proje With Pro	lingt										

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C.	Concession Period (in Years)	Estimated Project Cost (in Crore)	Estimated Project Cost (in Crore)	Bid	Project FIRR (%)	Equity FIRR (%)
Without						
Project						
With						
Project						

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Annexure –I

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Proposed intervention required from other ministries/departments for integrated planning, synchronized implementation and expected clearances

S. No	Name of Ministry	Proposed activity for integrated planning	Proposed activity for enhanced optimization (through modification, expansion, new components)	Expected Clearances required	Remarks
1.	MoRTH				
2.	MoR				
3.	МоСА				
4.	MoPSW				
5.	MoPNG				
6.	DoT				
7.	Min of Power				
8.	MNRE	4			
9.	MOEFCC				
10	Others/such as State Government				

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Annexure – II

Multimodal Connectivity						
Distance to nearest (in km)	Is there existing connectivity to nearest mode or being planned?					
Airport						
Sea Port						
Inland Waterways						
Railway Station/Goods Shed						
Metro Station (If applicable)						
Bus Stand						
Nearest National Highway						
Nearest State Highway						

Impact Assessment of the Project

Environment Impact	
Usage of Non-Conventional Energy	
Fuel Usage Reduction	
Carbon Footprint	
Rain water Harvesting	
Solid Waste Disposal	
Effluents Disposal	
Use of sustainable methods during planning and construction	

Economic Impact	1.00
Increase in freight volume (metric tons etc.)	
Increase in traffic	
Saving in time	

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Reduction in travel distance (km)	
Increase in efficiency	

Social Impact				
Access to Health Infrastructure				
Access to Educational infrastructure				
Access to employment center				
*Reduction in travel time to health, education and employment centres				

Employment Impact	
Expected Tourist Inflow	
Direct employment generation (no. of ppl employed)	
Indirect employment generation (no. of ppl employed)	
Expected generation of Business opportunities	

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In addition, the project proponent is requested to share the following details:

- 1. Compliance with PM GatiShakti concept
- 2. Detailed economic analysis, economic justification, and the project's impact on all economic centers
- 3. Details of economic nodes with which connectivity will be improved by the project
- 4. Impact on multimodal connectivity (Railways, Airports, Ports), manufacturing and economic zones last-mile connectivity to infrastructural connectivity, etc.
- 5. Detailed freight estimation (in Metric Tonnes) including commodity type from economic zones / clusters / ports, etc. (as are relevant) on NHs corridors
- 6. Detailed estimated traffic as well as forecasted traffic from each traffic generation nodes like SEZs, Food parks and other economic zones.
- 7. kml file of the Project alignment along with entire Project Corridor
- 8. Executive Summary of DPR and chapters such as Traffic Surveys, Analysis& Forecast; Alignment Options Study, Socio-Economic-Strategic Profile of Project Influence Zone, Economic & Financial Analysis etc.
- Final presentation duly incorporating the compliances of observations of the Technical Support Unit (TSU) by one day before the NPG Meeting.

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